Great Plains Communications and the Omaha MTA
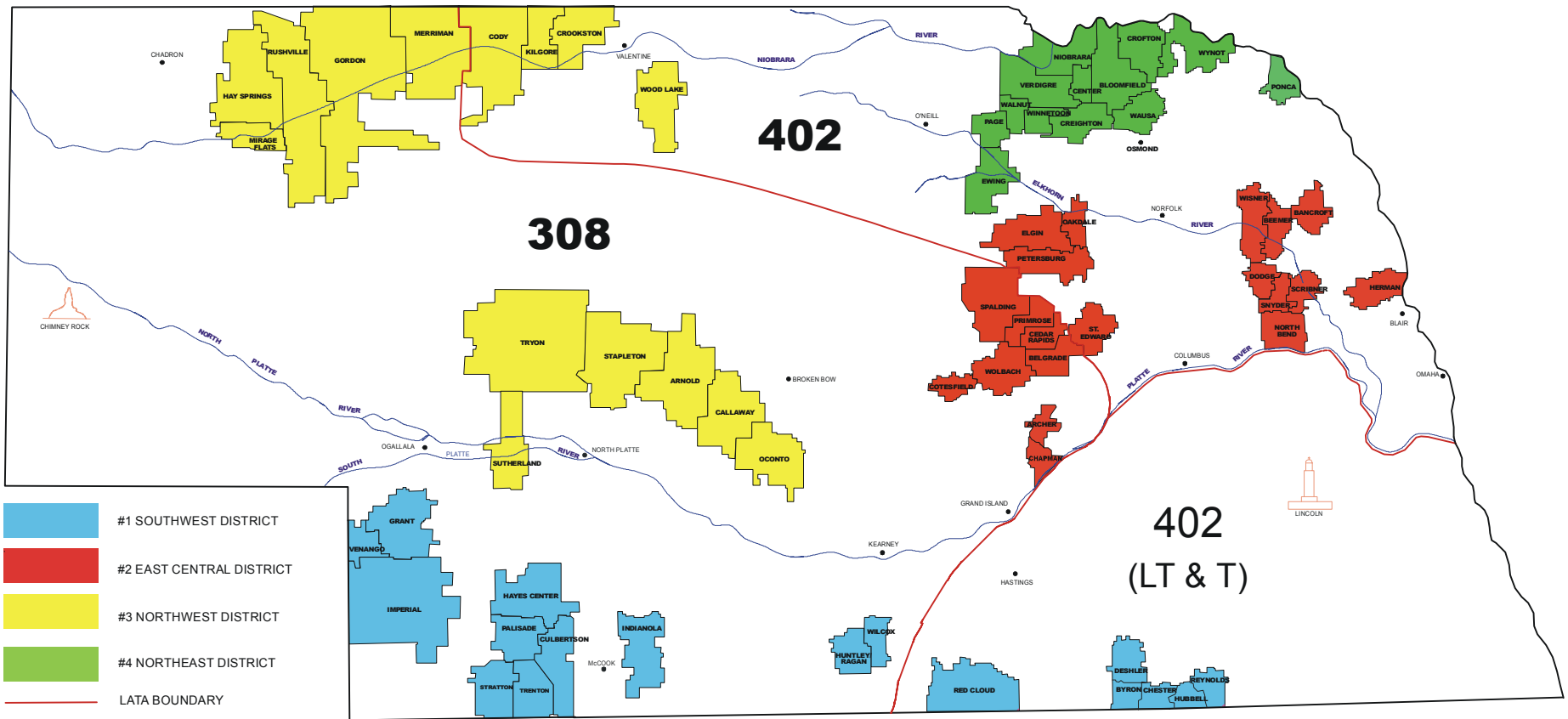
GREAT PLAINS COMMUNICATIONS EXCHANGE AREAS

Legend:
- #1 SOUTHWEST DISTRICT
- #2 EAST CENTRAL DISTRICT
- #3 NORTHWEST DISTRICT
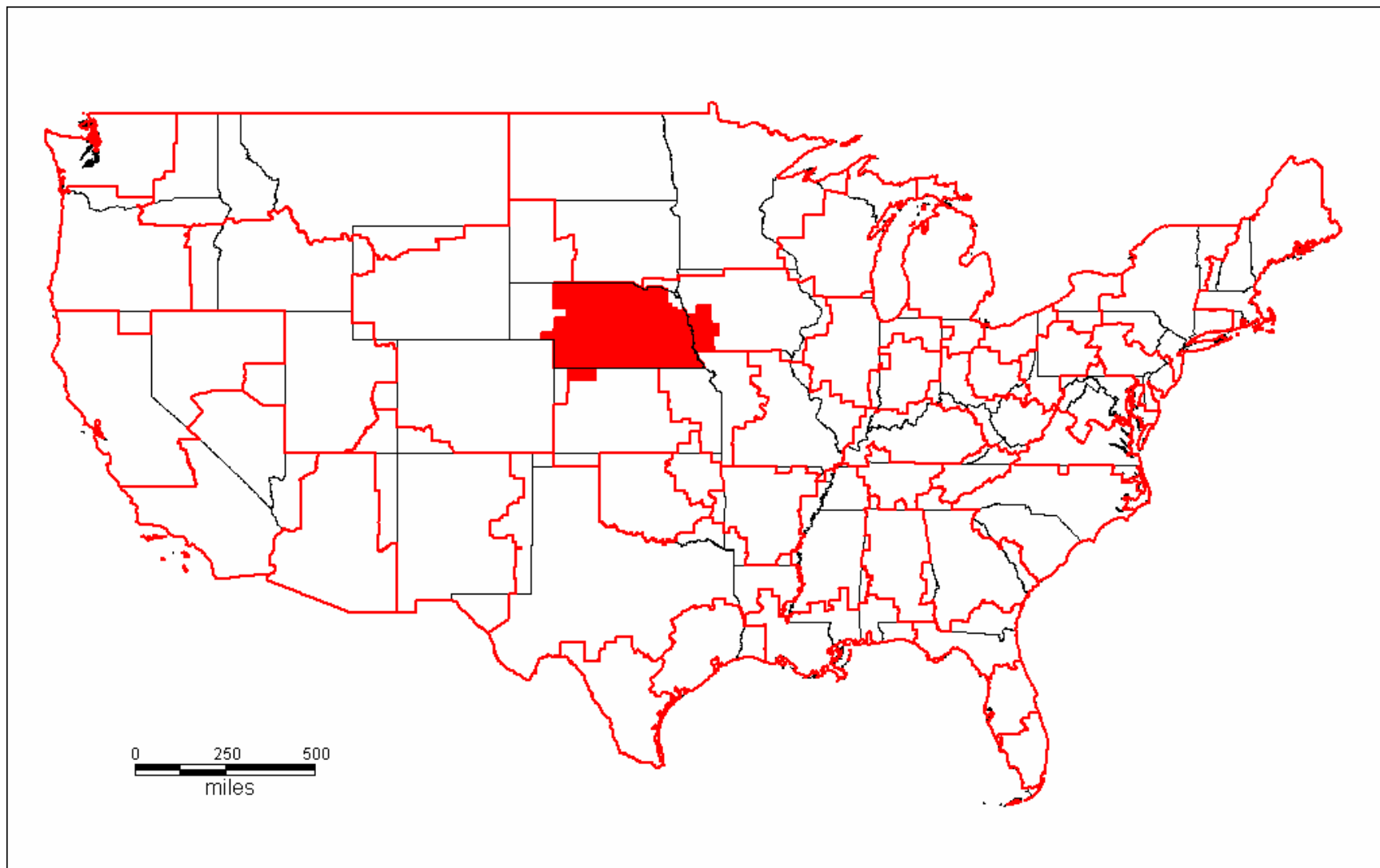- #4 NORTHEAST DISTRICT
- LATA BOUNDARY

Great Plains Communications Profile

- **33,600 access lines across 13,600 square miles**

- **76 communities, 63 exchanges**

- **Average 2.47 customers per square mile**

- **50 exchanges average < 6 subscribers/square mile**

- **20 exchanges average < 2 subscribers/square mile**

- **34 of 63 exchanges fewer than 500 lines; smallest 68 lines**
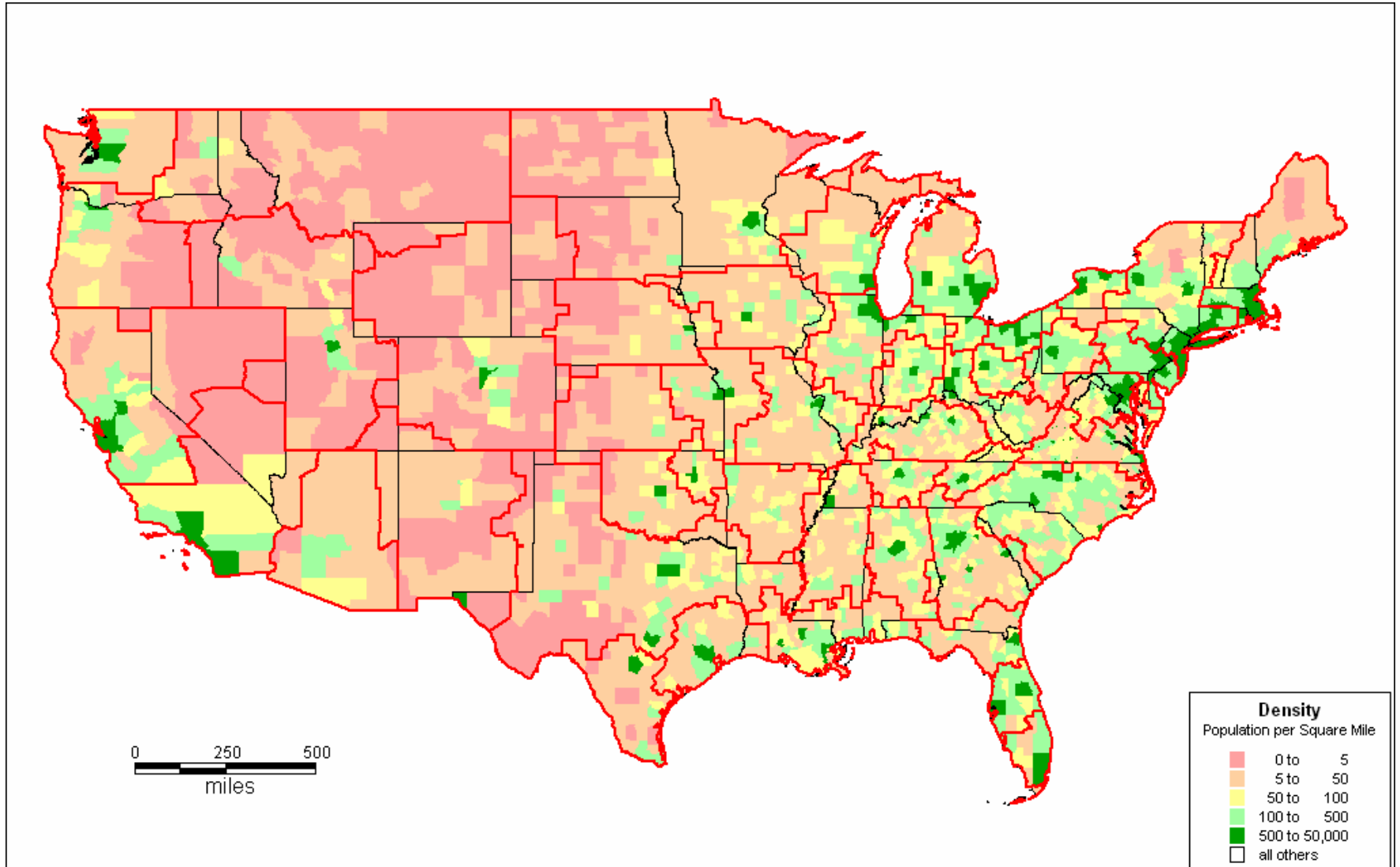
About Great Plains' Rural Communities

- **Great Plains communities face significant challenges. For instance:**

  - **15 of 20 counties lost population from 1990 to 2000**

  - **GPC counties median household incomes range from $26,000 to $37,000; National average $42,000**

  - **GPC counties' population over age 65 ranges from 17% to 25%**

  - **30% of GPC customers located in unincorporated rural areas**

Omaha MTA No. 45

Population Density

(By County)

Density
Population per Square Mile

	0 to	5
	5 to	50
	50 to	100
	100 to	500
	500 to	50,000
	all others	

0 250 500

miles

MTA Density

MTA	Area (Sq Mi)	Population	Density (Pop/ Sq Mi)	MTA	Area (Sq Mi)	Population	Density (Pop/ Sq Mi)
Alaska	573,292	531,977	0.9	Seattle (Excluding Alaska)	41,438	3,827,175	92.4
Spokane-Billings	213,141	1,863,335	8.7	Nashville	18,567	1,767,391	95.2
El Paso-Albuquerque	139,395	2,113,890	15.2	New Orleans-Baton Rouge	49,415	4,925,269	99.7
Salt Lake City	162,781	2,573,372	15.8	Knoxville	15,265	1,721,911	112.8
Denver	223,304	3,880,637	17.4	Atlanta	59,109	6,942,084	117.4
Wichita	59,028	1,124,174	19.0	Houston	41,117	5,190,849	126.2
Omaha	68,926	1,659,273	24.1	Charlotte-Greensboro-Greenville-Raleigh	75,151	9,752,317	129.8
Minneapolis-St. Paul	223,325	5,986,039	26.8	Richmond-Norfolk	29,369	3,846,210	131.0
Portland	82,071	3,059,948	37.3	Indianapolis	21,692	3,017,475	139.1
Phoenix	89,349	3,510,140	39.3	Cincinnati-Dayton	30,999	4,716,665	152.2
Oklahoma City	43,079	1,877,478	43.6	Los Angeles-San Diego	121,325	19,145,232	157.8
Dallas-Fort Worth	218,378	9,714,985	44.5	Columbus	13,235	2,145,561	162.1
Little Rock	44,778	2,051,667	45.8	Boston-Providence	53,053	8,788,806	165.7
Des Moines-Quad Cities	57,946	3,006,139	51.9	Honolulu	6,480	1,108,229	171.0
Memphis-Jackson	54,857	3,444,398	62.8	Pittsburgh	23,017	4,102,766	178.3
San Antonio	46,659	2,968,632	63.6	Buffalo-Rochester	14,025	2,777,046	198.0
Kansas City	42,649	2,913,304	68.3	Detroit	50,413	10,001,009	198.4
Tulsa	15,100	1,096,396	72.6	Chicago	45,807	12,069,700	263.5
Jacksonville	29,844	2,274,933	76.2	Tampa-St. Petersburg-Orlando	18,529	5,417,788	292.4
St. Louis	60,836	4,663,926	76.7	Washington-Baltimore	24,396	7,777,875	318.8
San Francisco-Oakland-San Jose	147,757	11,891,177	80.5	Miami-Fort Lauderdale	15,275	5,136,581	336.3
Birmingham	39,678	3,244,076	81.8	Cleveland	12,965	4,945,749	381.5
Milwaukee	51,344	4,541,432	88.5	New York	64,783	26,410,597	407.7
Louisville-Lexington-Evansville	39,589	3,556,648	89.8	Philadelphia	20,174	8,927,748	442.5

Transport Costs

- **Long distances and narrow transport cross-Sections make transport costs significantly higher in rural areas such as Great Plains**

	(cents per minute)	
	Great Plains	**Qwest - NE**
End Office Switching	0.6	0.2
Dedicated Transport	2.6	0.1
Common Transport	4.0	0.3
Direct Transport	7.4	0.2
Tandem Switching	1.7	0.2

Source: HAI 5.0a with Default Inputs